

THE PACIFIC COMMERCIAL ADVERTISER

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THURSDAY JUNE 22.

THE FUTURE OF COUNTY GOVERNMENT.

County Government is now an integral part of the scheme of government of Hawaii.

Those controlling the policy of the Advertiser, in common with many others—we believe the majority of the property tax payers of the Territory—have been opposed to County Government, believing that it would increase offices and expenses without a corresponding increase of the prosperity and welfare of the community.

In spite of this opposition a county act is now a part of the law of the land. It is important for those who have opposed County Government to decide promptly upon what policy shall be pursued concerning such Government, now that it is here. Shall we continue our opposition and, by such opposition endeavor to embarrass the initiation and conduct of the new Government with a view to discrediting and ultimately securing its abolition?

Or, shall we accept it as a fact, and do our best to make it as successful as possible, by assisting in every manner within our power the men who have been elected to administer the new law?

In the opinion of the Advertiser there is but one answer to these questions.

In the present form of the County Act and under the recent decision of the Supreme Court, there is little likelihood of the act being held unconstitutional in any proceeding which may come before the courts, or of its being repealed.

Under these circumstances further agitation against the principle of the law and attempt to stir up hostility to it and its administration, will be injurious to the community and such course should not be followed.

There are many citizens in every state who disagree with individual principles and methods of the national, state and city governments under which they live; but so long as citizens are living under such laws it is best for their own interests and the interests of their fellow citizens to try and make the administration thereof, whether national, state, or city, as honest, economical and efficient as possible. The same principle applies in Hawaii, and to the existing condition of affairs.

So far as the Advertiser is concerned, it assures the County officers elect that it will do all in its power to assist in the formation of an orderly and efficient County Government, fully recognizing that the initiation of the new system and transfer of powers and duties from the old government to the new, will necessarily encounter many unforeseen difficulties.

The Advertiser believes that the recent election contest, bitter as it has been, has been of a highly educational character and will be beneficial to this community. It will doubtless teach the Governor, the party machines, the Civic Federation and the people, something they did not know before.

The campaign has aroused intense interest among all classes and persons—such interest as is rarely exhibited even in the most enlightened portions of the mainland.

The campaign has been conducted on American lines, in rough and tumble, give and take fashion. Now that it is over, let all parties accept the results in American fashion. The Advertiser hopes that all parties will, so far as possible, pull together in the effort to start the new government on its way with as little friction as possible.

GROWING AUTOMOBILE TRADE.

The fact that practically a million dollars' worth of automobiles and parts thereof have been exported from the United States since the beginning of the present calendar year lends interest to the following compilation prepared by the Department of Commerce and Labor through its Bureau of Statistics, showing the imports and exports of automobiles in the commerce of the United States.

The first record of the importation of foreign-built automobiles into the United States was for the fiscal year 1901, when 26 automobiles, valued at \$43,126, were imported into the country. Since that year, however, the imports have steadily increased, having grown from 26 in 1901 to 423 in 1904, while their value (including automobile parts) has increased from \$47,471 in 1901 to \$1,446,303 in the last fiscal year.

During the last fiscal year France supplied 86 per cent of the importations of automobiles into the United States, the value of the imports from that country being nearly seven times as much as the combined value of the imports from all other countries. From France 368 automobiles, valued at \$1,117,494, were imported, while from all other countries the total number was 55, valued at \$176,666.

The exportations of automobiles of domestic manufacture have been recorded only since 1902. In that year the total exportation of automobiles and parts thereof was \$948,528; in 1903 the total had increased to \$1,207,064, and by 1904 the total was \$1,895,605; while for the ten months of the fiscal year 1905, for which figures are available, the total is \$1,876,063, thus indicating a record of over \$2,200,000 for the complete year which ends with the present month.

The United Kingdom and Canada take about three-fourths of the automobiles and parts thereof that are exported from the United States. During the fiscal year 1904 automobiles and parts thereof of domestic manufacture were exported to the value of \$1,895,605, of which \$1,020,681 went to Europe, mainly to the United Kingdom, \$498,799 to North America, principally to the Dominion of Canada, and \$376,125 to other countries.

The following extract from *Consulaire Verslagen en Berichten*, published at Amsterdam, will be of interest:

According to a statement by the administration of direct taxes, the number of automobiles in France in 1903 was 19,886, or, in round numbers, 20,000. This is a marked increase over the preceding year. In 1899, when the first census of these vehicles was held, their number was 1,438; in 1900 it was 2,354; in 1901, 5,286; in 1902, 11,000, and in 1903, 19,886. The greatest number in any department is 4,510, in the Department of Seine. As automobiles are an article of export and of great utility to the less wealthy class, it is hoped that a drop in price will popularize their use.

One incident of the industry is the decrease in the number of horses. From 1903 to 1904 the number of horses in Paris dropped from 91,016 to 90,147, a difference of 869. In 1901 there were 133,892, making a decrease in 1904 of 43,745 as compared with 1901. At Lyons the same thing was observed, although there the underground railway may have contributed. The 20,000 vehicles represent a value of about 40 millions dollars.

It is extremely probable, from the tenor of the last advices, that Russia will hasten to conclude an armistice with Japan. Indeed, a Washington cablegram this morning intimates that negotiations to that end are already under way. The main Japanese army in Manchuria is advancing, and a greater battle even than Mukden is predicted. And a great disaster in the field might mean the overthrow of the dynasty of the Romanoffs. Certainly it would make Japan's terms harder.

Stories of heat prostrations and tornadoes on the mainland suggest that now is the time to do a good stroke of business in advertising the superior charm of Honolulu as a summer resort. With the cool tempering of the trade wind, and a refreshing shower now and again, climatic conditions here now are as nearly ideal as they ever get on this earth.

Scientific miners are going into Death Valley to turn that wilderness into a busy hive of industry. Pretty soon, if this keeps up, nature will not have a place on earth to go when she wants to be alone.

It may have been the saving sense of humor that led Chauncey Depew to refuse a salary of half a million a year to manage the Equitable because he preferred a quiet life.

It is very probable that the hand of European diplomacy may be seen in the indications pointing to a peaceful dissolution of the union of Sweden and Norway.

SUGAR TRUST PROFITS.

London cable advices report an unexpected drop in the prices for European beet sugar, but this is generally supposed to be due to speculative manipulation, and while there has been a decline in the prices of refined sugar, it has not corresponded with the speculative movement in raw sugar. Cuba raw sugar for prompt delivery has been purchased this week 4.40 cents per pound, duty paid. The price of refined has declined from six cents to 5.75, with the independent refinery selling at 5.65. This margin of a cent and a quarter a pound, however, is not the sugar trust's profit, as has been assumed. There must be taken from this the cost of refining, which varies from five-eighths to three-quarters of a cent a pound.

And another fact must also be taken into account. The refineries of the country are not refining sugar which is bought to-day. If it were possible for them to do a hand-to-mouth refining business, and could go into the market and buy raw sugar to-day for refining to-morrow, their business would be easily conducted so that they would be certain of a regular profit, and that profit could be estimated accurately. Instead of this they are compelled to buy supplies from three to five months ahead, and while it is the conviction among some of the shrewdest sugar buyers that prices will be lower four months from now than they are at present, they must place orders at present prices in order to keep their refineries running. Thus they are forced into an attitude of speculation, whether or not they wish it.

A refinery to-day may be refining sugar for which it paid 5.25 cents last February, when the price of cane sugar followed the upward price of beet root sugar. With refined selling today at 5.75 the refinery is actually losing money on every pound it refines. Of course this pendulum may swing the other way, and by a fortunate purchase at low prices, a refinery may secure a large stock of raw sugar which it may sell when the price of refined is high. This tends to make an average profit, although the profit is not represented by the difference between the prices of raw and refined sugar at any time. A year ago, when the margin of difference between the raw and refined sugars was 52 cent, the refiners were not making any profit. We recently commented on the disparity in prices, but in the conclusions drawn the difference in prices at the time of purchase and the time of sale was not taken into account. With the facts in hand, the Transcript desires to set itself and its readers right on the matter of the Sugar Trust's profits.—Boston Transcript.

A SUCCESSFUL RUSE.

The late A. M. Simpson, the oldest Odd Fellow in the world, who died during the winter at Staunton, Va., aged 95 years, was the subject of discussion recently among a group of Odd Fellows of Lynchburg.

"Mr. Simpson," said one, "was full of interesting experiences. I remember an experience of his about a theater hat. He went, one January, on a junket to New York, and naturally, the first evening in the metropolis, he visited a theater.

"In those days women weren't compelled to take off their hats in the theater.

"Well, Mr. Simpson sat in his orchestra chair, enjoying the play famously, when a woman in a two-foot hat plumped down in the seat in front of him.

"Mr. Simpson was a modest man. It was not his nature to disturb anyone. Nevertheless, he did not often get to a New York theater, and now that he was in one, he did not propose to miss his benefits through no fault of his own. So, after a good deal of silent suffering and a good deal of bashful hesitation, he leaned forward, touched the woman in front of him, and said in the politest tone:

"Madam, will you kindly take off your hat?"

"The woman ignored him—ignored him absolutely. He said, a little louder:

"Will you please take off that big hat, madam? I can see nothing behind it."

"She ignored him again.

"Mr. Simpson reached down under the seat, got his own hat, and put it on. Instantly, from all parts of the house, there came a loud and ferocious chorus:

"Here, take off that hat."

"Hats off."

"Off with your hat. Off with it."

"The woman removed her hat instantly. At the same instant Mr. Simpson, chuckling, removed his own."

—Los Angeles Times.

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